

THE IPN DISPATCH

IPN Monthly Dispatcher Update

September 2014

IPN: How We Began



The evolution of IPN to being the nation's premier incident alerting service started with fire buffs and scanner enthusiasts needing a better way to give a "heads up" to one-another when something exciting was going on. Online bulletin boards (BBS) and email groups were fine for some communication but one had

to check email or go online regularly and, with slow dial-up modems, this was tedious.

Along came IPN! Utilizing an existing technology, personal pagers, IPN made it possible to send an alert to other scanner buffs in a certain area letting them know of a breaking incident. An online CAD interface allowed subscribers that wanted to help "dispatch" easily enter pertinent information that was then forwarded to the pagers. IPN worked with nationwide paging companies to ensure discounted pagers and low-cost airtime to make the service affordable by everyone.

Today, those same scanner enthusiast and buffs are still at our core, but we are proud to boast subscribers that are in public safety, disaster response, the media, and every-day citizens that have the right to know what is happening in their city. Pagers have given way to smart phones but IPN is still providing the best incident alerting service in the US and, now, other countries as well. We thank our professional dispatchers for keeping us #1!



Summer Raffle WINNERS

Congratulations to both **IND027** and **MAS325** as the winners of the IPN Summer Raffle. Two winners? That is right, we had such awesome interest that we secured a second prize and pulled another name from the hat. Each winner is being sent a mint condition (never opened) Baltimore FD Seagrave tiller-truck model (1/64 scale) in the classic white and orange colors.



Thank you to everyone that entered and we wish you luck next time.

Have a raffle idea? Let us know, we would like to make this a recurring reward item. (We often hear "I don't do it for the points" but we would like to make sure you are rewarded anyway.)

IPN Dispatcher of the Month

We are pleased to announce that **SFO016** has been named DOTM!

Celebrating just 4 years with IPN and already a winner! Dispatcher of the Month is a random drawing and all active dispatchers are eligible to win.

We truly appreciate the high quality service that each of you provide.

In This Issue

- IPN's ORIGINS
- Summer Raffle
- Tech Corner
- Feed Review: Jersey City, NJ
- Guideline Review: MCI
- Incident Photos

Guidelines Review: MCI



The Mass Casualty Incident, or MCI, category can be a tricky one to know when to use and its rarity seems to make it all the more alluring.

The first thing to do before using the MCI category is to see if your incident fits another category (incident command declaring MCI does not automatically meet the IPN criteria). For example, an accident on the freeway with a bus involved may have many, many victims causing the IC to call for MCI protocols;

however, for IPN this is coded as a major accident (even if minor injury, the MCI component does trigger the use of Major Accident). Certainly, if a plane were to crash you would choose Aircraft Down over MCI.

So, when DO we use MCI? Simply, when the IC has declared a multi-victim incident AND no other IPN category is appropriate. Let's say 911 has been called because many people are feeling ill and queasy at an office building, 1st responders begin triage and call for MCI (note: your area may use a different term and that is ok). More recently, a bomb exploding in a crowded area was appropriate use of the category:

04-15-2013 15:00 | Boston| Mass Casualty| | Box 1571 / 671 Boylston St|CPR in progress on several victims at scene, alert sent for secondary devices| MAS235

Although it may be rare that you use the MCI, it may be common for you to hear an MCI being declared. This is important to note in the body of your alert and would warrant an update page.

Pop Quiz

A deputy sheriff in his patrol car gets sideswiped by a semi on the interstate causing him to crash into a guardrail and finally coming to a stop in the emergency lane. You hear Fire & EMS arrive and advise the victim, our deputy sheriff, has a broken ankle and is complaining of neck and shoulder pain; he is conscious, alert, and oriented.



What is the proper category to send to?

- A) Traffic Advisory, crash happened on the interstate.
- B) Major Accident, the officer has possible spinal trauma.
- C) Officer Assist, emergency help needed by the law enforcement officer.
- D) Officer Down, injured and being taken by ambulance to the hospital.

Look for the official answer later in the newsletter to test your skills. Did you have to go online & review the guidelines? KUDOS! That is why we make them so easily available.



Feed Review

-Jersey City, NJ

Jersey City is the 2nd largest city in New Jersey. The fire department operates a total of 14 Engine Companies, 9 Truck Companies, Squad 4, and Rescue 1. These units are divided into three battalions, each covering a segment of the city. Squad 4 & Rescue 1 operate out of the same house in Battalion 1 and respond citywide. The department does not operate ambulances but do respond to medical aids as first responders, along with the EMS units.

The FDJC can be heard on a dedicated broadcastify feed, making it easy to follow. Responses have their own distinct tones so you know the difference between a medical run and a full assignment. The department does run heavy on alarm activations which receive a full first alarm. There is also a Working Fire alarm level. Here is their typical 1st alarm and working fire assignment protocol:

1st: 4 Engines, 2 Ladders, Rescue, 1 BC, Dep Chief, Safety BC, Mask Service Unit

WF (Upgrade): Squad 4, 1 Ladder (F.A.S.T.), 1 Battalion Chief, Car 30 (Fire Invest.)

Additional alarms add 3 engines and a ladder each, along with staff units.

[Click here](#) for the audio link and bookmark it today!

Dispatcher Meeting



There is still time to RSVP for the Dispatcher Meeting being held in Dallas, TX. Come join us during the International Fire Buffs Convention in Dallas, on Saturday, Sept. 6, from 3:30 to 5:30 in the convention Hospitality Suite (at the Doubletree Campbell Centre) ; snacks and refreshments will be provided. Please RSVP by sending an email to Support. Because we want to make sure we have enough gifts for everyone.

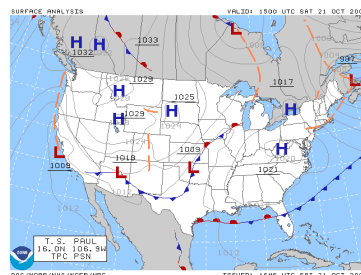
Future meetings are already being planned for 2015. These include Indianapolis in April and Hartford CT in August. These get-togethers will be held in conjunction with FDIC and IFBA events, respectively, which we hope will increase the number of attendees that would not normally be in the area. [Click here for the conference details.](#)

Weather Regions

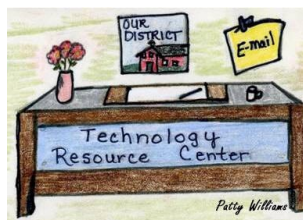
-Maine

During the past few months, after suggestions from our dispatchers, we have been revising the weather regions for the continental United States. This month we are focused on Maine. Other chapters will be revised in future newsletters.

[Click here for the updated map.](#)



Tech Corner



How can we help you become a better dispatcher? Want to earn more points? Need help finding an area to monitor? We hope to provide a monthly article that will feature some tools of the trade, new technology, online CADs, scanner feeds, and other useful tidbits of information. We welcome contributions or suggestions from all dispatchers.

This month we are focusing on the Heartland Fire & Rescue location within the PulsePoint application, which we have previously reviewed. Coincidentally, our San Diego based office lies within this fire protection district.

HFR is a cooperative fire protection agency that serves the cities of El Cajon, La Mesa & Lemon Grove. Located in the eastern part of San Diego County, responses can range from very rural to heavily populated and urban areas. Radio traffic is consistent and there is a feed available via Broadcastify or from within the PulsePoint App itself. Using PulsePoint can provide an excellent heads-up of a breaking incident allowing you plenty of time to bring up the feed.

Although our San Diego chapter hosts many strong and long-time dispatchers they welcome others to come in and share the load. Be sure to say HI to them in Beta and find out where help is needed.

What's in a name?

Support will sometimes receive a request from a dispatcher to change their ID number. This is something that we can accommodate for you but remember that a specific ID number may already be in use (numbers above 400 are usually available). So, if you have changed states or just have a favorite number you would like to use, please send your request to support via email: support@incidentpage.net.

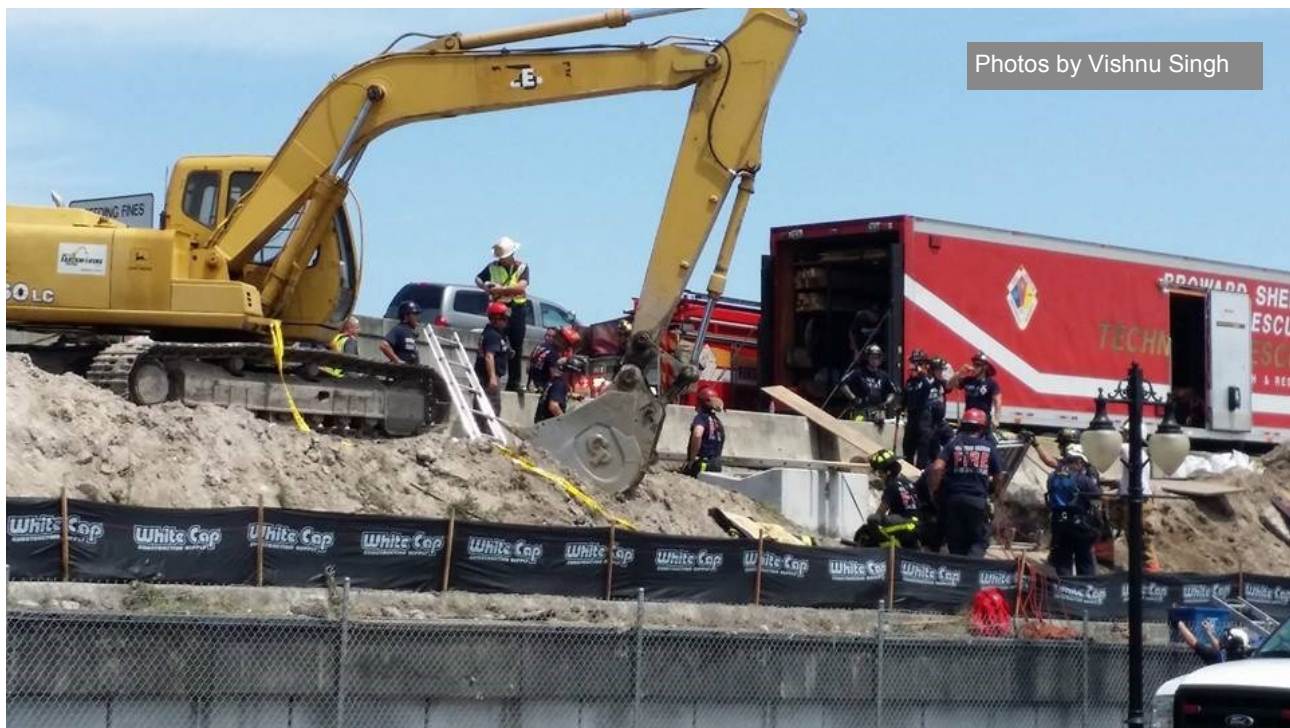


Incident Photos

FLA| Hallandale Beach, FL (Broward County)| Technical Rescue| Tac 1| I-95 and Hallandale Beach Blvd|
FD o/s with worker trapped in hole underground, TRT and Hazmat enroute| FLA111| 13:51

U/D: worker trapped in hole aprox 20 ft below ground, confirmed DOA working on recovery.
M/A:Hollywood M/A:Broward County [FLA111]| FLA174

U/D: recovery in progress 2 TRT teams in operation req 3rd team, unstable trench multiple FD o/s.
M/A:Hollywood M/A:Broward County [FLA111]| FLA174



Public Safety Humor



Contact Us

Remember, we are here for YOU.

Newsletter Story & Photo Submission:
newsletter@incidentpage.net

General Support:
support@incidentpage.net

Dispatcher Admin Office:
1900 Weld Blvd, Suite 105
El Cajon, CA 92020

Quick Links:

Pop Quiz Answer

The best answer and category choice is:

A) Traffic Advisory

Even though an officer was involved and injured, we default to an auto accident category and, as injuries were mild, traffic advisory is most appropriate.

Officer Assist and Officer Down are reserved for life threatening situations involving criminal activity or a fatal crash occurring on the job.

Past Newsletters

Did you know that you can still access our past newsletters online?

Click here for the month you want to review again:



Photo by Chuck Lowe

During a recent visit to the San Diego IPN office, Communications Director Chuck Lowe was privileged to get a tour of El Cajon station 6 and took this photo of their aerial truck. El Cajon Fire can be monitored via Broadcastify and PulsePoint. Log in and listen for truck 6 today!